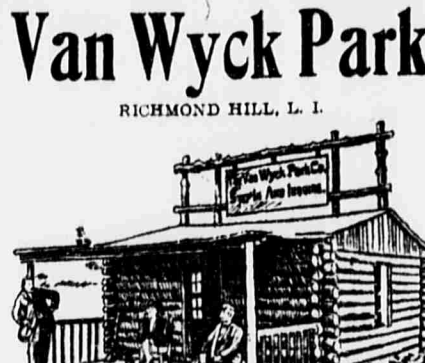


CITY REAL ESTATE.
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DESIRABLE PROPERTY IN Queens FOR SALE OR FOR RENT



"The Queen of Queens Borough."
This is One of the Houses We Are Building in
INGLESIDE
The Finest Residential Section of
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PRICES FROM \$4,000 UPWARDS.
A number of modern cottages with wide lots, now
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LOW PRICES. TERMS TO SUIT.
Write or call for particulars and view of these up-
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Van Wyck Park
RICHMOND HILL, L. I.
Five cottages, 7 to 10 rooms, all improvements;
combination coal and gas range; tiled bathroom; on
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Also plots of 1/2 acre, fully improved, most beautiful
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REMINGTON VERNAM,
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To let, fine house, with improvements, on 2-acre plot; many shade and fruit trees; near depot. For sale, farm, 48 acres; rich, black soil, 1,100 feet front on main macadam road; 300 per acre. Lots finely located; 100, 150, 200, 250, 300 dollars per lot.
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Executors, to close estate, offer handsome residence, all improvements, house in need of some repairs; fruit and shade trees; shrubbery; stable; henhouse; garden; 35 acres; near depot at Hollis, L. I.; for \$21,000; a fairly worth \$16,000; where values are sure to increase. Fine panoramic view, rural, and property, Jamaica and vicinity, \$3,000 up; new houses.
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At Richmond Hill, L. I.,
Two fine houses, one 7 rooms and bath, decorated, and one 10 rooms and bath; all improvements, nickel plated and new plumbing; heater in cellar; lots 40x112.5; on easy terms; monthly payments. Write or call to the owner.
H. T. JEFFREY, Lefferts Ave., Cor. Beaufort St., Morris Park, Queens Borough.

HOLLIS, L. I.,
Eight private residences, from 6 to 15 rooms, with plots from 3 to 20 lots, \$3,200 up; 25 building lots from \$200 to \$500; and up; Long Island farms from 6 acres up.
HENRY BERAN & SONS,
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WE SOLICIT YOUR INSPECTION OF OUR NEW MODERN COTTAGES. COMPLETE IN EVERY PARTICULAR. SELECT AND ACCESSIBLE LOCATIONS. NEAR SCHOOLS. Workmanlike material. The Seventy-first street, from \$4,000 to \$5,000. Five per cent. mortgage. Fine building sites. Cottages built from your own designs.
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Yale Land Co.
Owners and Developers of
YALE TERRACE,
The best located and the most highly improved Subdivision of Building Lots in
JAMAICA, N. Y.
Cor. Fulton St. and Ackroyd Ave.
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We have every cottage offered to rent and sale agency for several years by the ocean, with private beach; also three hotels, a road house and several boarding houses. W. J. KIN W. JONES, Old Established Agency, opposite the Post Office, Far Rockaway.

HOLLANDS, ROCKAWAY BEACH.
We have hotels, boarding houses and cottages for sale or rental. Apply M. F. HOLLAND, Hollands Station. Telephone 64 Hammel's.

PHILIP CLOSS, REAL ESTATE BROKER.
Hotels and Cottages for Sale or Rent. Cottages to rent from \$125 up. Cottages built on installment plan. Office, Grove Ave., Cor. of Railroad Crossing, One Block West of Hammel's Station, Rockaway Beach, N. Y.

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(Jamaica and Woodhaven Avenues.)
ON THE BEAUTIFUL FOREST PARK SLOPE.
Several now ready. Easy terms. Apply on Premises, or at 3 Virginia Place, Brooklyn, N. Y.

Bayside, Borough of Queens.
Houses, Lots and Plots For Sale. All overlooking the Sound and Bay, 4 miles from 40th St. bridge, 10 miles from Herald Square. Prices ranging from \$250 upwards; water privileges; terms \$17.50 per month and illustrated map and free pass, apply to NORTH SHORE REALTY CO., 202 East 23d St., N. Y.

On the Hempstead Road near the New Belmont Race Track.
97 ACRE FARM,
over 2,100 feet on Hempstead Road; trolley passes property. Will be sold at a bargain. For particulars apply to
NATHAN STERN, 756 Flushing Ave., Brooklyn, N. Y.

WHEELER BROTHERS, 16 COURT STREET, BROOKLYN.
Have acreage in Queens Borough. Also small plots. Right prices.

THE BOROUGH OF QUEENS.

ITS VARIED ATTRACTIONS AND INEXPENSIVE HOMES

Will Be Able Shortly to Furnish Relief to Congested Manhattan—Transit Improvements Under Way—Centres of Existing Suburban Development.

The two bills prepared by the Rapid Transit Commission were passed by the Legislature last week and are now before the Governor. As they were hastened in their passage by an emergency message from the Governor, there is no doubt that they will receive his signature, the Mayor's approval being a foregone conclusion. One of the bills makes minor but needed changes in the law. The other makes it possible to proceed at once with the construction of new rapid transit subways. It removes the limit of expenditure under the law, now standing at \$50,000,000, and enables the Rapid Transit Commission to lay out routes supplementary to those already adopted and to invite bids for their construction and operation.

The anti-high rent agitation which has been started on the lower East Side shows how necessary it is for the city to push the work of extending its transit facilities with the utmost speed. Our population is growing at an unprecedented rate, and has never before been equalled in volume. At the same time, the supply of housing in Manhattan has remained practically stationary for more than a year, on account of the building strike and the demolition of hundreds of tenements to make way for public improvements. It is estimated that 10,000 people have been unhoused by the building of the new East River bridge and probably as many more by the clearing of the sites for the enlargement of the Grand Central Station and for the Pennsylvania and the North River tunnel stations.

As a consequence, rents have advanced fully 20 per cent. within a little more than a year on the lower East Side, while the rise in some other parts of Manhattan has been even greater.

The new rents have, of course, been translated into higher lot values through speculation, and will of necessity govern future building operations so long as the transportation factor remains unchanged. The only important means at hand for ameliorating the burden of excessive rents is to open up cheap land for settlement by extending the city's transit facilities into the suburbs. The Rapid Transit Commissioners have expressed their intention to take up first the scheme for building new subways on the upper East Side and the lower West Side. This plan will make large additional unimproved areas of The Bronx tributary to Manhattan. It has the advantage that it can be carried out more quickly and perhaps with less cost than any other. Land values in The Bronx are, however, comparatively high, and, if the demand for immediate relief were not so urgent as it is, it would seem desirable to provide at least one east and west transportation thoroughfare before adding to the north and south routes already in existence.

People in Queens urge that they are entitled to rapid transit connection with Manhattan before new tunnels are granted to Brooklyn and The Bronx. Land there is cheaper than in the two other boroughs, and even with the means of connection which now exist more houses are being

erected in proportion to the population than elsewhere in the city. The Rapid Transit Commission should lay out immediately a comprehensive transportation system for the entire borough. If this were done, the surveys of tunnels, subways and elevated routes would become a matter of public record, with the result that land could be laid out in lots and building operations could be carried forward on a large scale in anticipation of the actual construction of the rapid transit system. As it is now, building improvements are restricted to the existing trolley lines and by the Long Island railway.

The trolley system of Queens is very extensive, and has been gathered together in practically a single ownership. In respect to trolley transportation the situation is similar to that which existed in South Brooklyn a few years ago. What started the great building movement in South Brooklyn was the admission of the Brooklyn line to Manhattan over the old Williamsburg Bridge. But the Blackwell's Island Bridge, when finished, will provide a direct outlet for the main trolley lines of the borough. This bridge, extending to Long Island, will be the terminus of main trolley lines, which will have six railway tracks, with a capacity of transporting 63,000 passengers an hour, nearly again as much as that of the proposed Pennsylvania tunnel.

The Pennsylvania improvements, however, affect the industrial as well as the residential character of the borough. Some of these improvements have already been put into operation. As soon as the Long Island Railroad was acquired plans of far-reaching importance were adopted to develop the freight traffic.

Until then the industrial progress of Queens had been retarded by the absence of rail connection with the trunk lines on the mainland, the extra cost of water carriage acting as an obstacle to competition in the interior markets. The Long Island Railroad was acquired plans of far-reaching importance were adopted to develop the freight traffic.

The transportation improvements already under way make it certain that Queens will inside of five years be as closely connected with Manhattan as Brooklyn and The Bronx. The location of the borough leaves no room for doubt that it will be built up quickly. It extends from Long Island from the Atlantic to the Sound. The Atlantic coast contains such attractive cottage resorts as Hammel's Avenues, Lawrence, Woodside, Cedarhurst, Lawrence and Edgemere. A ridge of high hills runs through the borough along its northern part, throwing out spurs to the south. On this ridge, facing the water, are some of the most exclusive residential suburbs of the city. A broad plain, stretching from the Atlantic to the Sound, with agricultural villages, railroad towns and residence centres made up of New York commuters.

Many of these settlements have been in existence a long time, some of them dating from the Colonial period, and combine the atmosphere of an old established community with modern city comfort, and the borough has to offer to home seekers a therefore, unusually varied. There has been no land boom and prices are below rather than above intrinsic values. Indeed, but a small part of the land has yet been subdivided into lots. The extensive plateau, for instance, which stretches all the way from the Blackwell's Island Bridge to Flushing and Jamaica is still almost wholly under cultivation as farm land.

Flushing, Jamaica, Elmhurst and Richmond Hill, Long Island city is making especially rapid progress, but the growth here is more largely along industrial lines.

Elmhurst, with a population of about 6,000, is composed of two principal elements, an old village of Dutch origin and a modern suburban settlement. The newer Elmhurst comprises a tract of 1,800 lots, controlled by Cord Meyer & Co. Several hundred families have settled on the tract since it was opened in 1896. Elmhurst furnishes all the necessities of life, including churches of all denominations, public schools, electric lights, gas, trolley cars, fire and waterworks, and a large number of houses are in process of being erected by builders, who have found a ready sale for them. Work has been commenced for the construction of a number of attractive cottages this spring and the work will be pushed rapidly. Just now there are not many finished houses for sale and the Realty Trust's terms are so easy and satisfactory to the purchaser that the company anticipates that these will be sold within a short time. A large part of Ingleside is now under construction, and other sections will be improved as rapidly as possible. Many of the streets are being sewered by the city. The macadamizing of all the streets has been contracted for. One of the important improvements that will be made this spring is a park, which will have a summerhouse of attraction, a playground and a playground. The park will occupy the triangular block between Parsons Avenue and Percy and Elm streets, and will be bounded on the north by the wings of the structure circling around a handsome elm tree. There will be a gravel court for the use of the children's playground, and the rest of the park will consist of lawns and shrubbery, with flower gardens. The many shade trees at Ingleside give this whole section of Flushing a parklike appearance, and the new park will add a touch of art to the natural beauty of the place. Several cottages are to be built this spring in the vicinity of the new park. Ingleside is half an hour from Broadway, Manhattan, and the rapid transit road, which is now under construction, will connect it with the city in half an hour. The Van Wyck Park property is bounded on the south by the Long Island Railroad at Duntion station, the junction of three lines of that road, and on the north by Jamaica Avenue, the cars of which, at a five cent fare, discharge passengers at city Hall, N. Y., and at Broadway ferry. The Long Island Railroad tunnel will largely increase the travelling facilities, as will the new East River Bridge, from which a trolley line is planned, cutting the time of travel to the city to five minutes. Few of New York's growing suburbs have a brighter future and it is held that in a few years its value will more than double. Extensive improvements have been made in the grading, macadamizing, and laying sidewalks, water and gas pipes.

The property has been divided into plots with a frontage of 40 feet each, carefully restricted. The company offers to sell a guaranteed contract for the sale of such a plot with any one paying \$25 down and not less than \$10 a month, and to give a deed after half of the list price has been paid, accepting a purchase mortgage for the remaining half, payable in two years, or they will at any time, on thirty day notice, return all the installments, with 5 per cent. interest added.

Richmond Hill, this side of Jamaica, is unique among the settlements in New York city. Some thirty years ago Edward Richmond, a landscape architect of Boston, struck by its natural beauty, induced A. P. M., a noted New York lawyer, to purchase and develop the tract. Its improvement with macadamized streets, sewers, sidewalks, water and gas, was undertaken in the most substantial manner. Shade trees were planted and restrictions against undesirable buildings put upon the land. No attempt has been made to force the sale of the property. As a result, a community of substantial householders has grown up in the course of a generation under exceptionally favorable circumstances, and the demand for houses is generally greater than the supply.

Private Sales.
SEVENTY-FIRST STREET.—Henry D. Winans & May have sold for Mrs. Walden, a four story dwelling, on lot 252, 102-2.

COLUMBIAN AVENUE.—Max Marx has sold to clients of Millard Velt Nos. 985 to 989, Columbus Avenue, three five story flats.

EIGHTY-NINTH STREET.—Lalor & Berlinger have sold for Jonas Schurer to the East River Realty Co., No. 720, East Eighty-ninth street, a five story tenement, on lot 251-0.

ST. ANN AVENUE.—Heinrich & Wolf have sold to Philip Englander the southwest corner of St. Ann's Avenue and 147th street, a five story flat, the Richard R. Jackson was the broker.

VANDERBILT AVENUE.—Heinrich & Wolf have sold to the Realty Trust's terms are so easy and satisfactory to the purchaser that the company anticipates that these will be sold within a short time.

EIGHTH STREET.—Henry D. Winans & May have sold for Frances Johnson No. 135 West Eighty-first street, a four story dwelling, on lot 201-2.

FIFTY-THIRD STREET.—Renwick C. Hurry has sold for Charles Buck to a client for occupancy, a four story dwelling, on lot 201-2, a five story flat, the asking price was \$10,000.

SEVENTY-FIRST STREET.—L. J. Phillips & Co. have sold for Prof. E. R. Seligman & Co. a four story dwelling, with extension, on lot 201-0.

FOURTH STREET.—Charles S. Faulkner has bought No. 143 East Forty-seventh street, a four story dwelling, on lot 201-0.

EIGHTY-SECOND STREET.—Evans & Buscall have sold No. 14 East Eighty-second street, a four story dwelling, on lot 213-0-2.

FIFTH AVENUE.—George C. Boldt has sold No. 478 Fifth Avenue, northeast corner of Forty-first street, a six story building, on lot 201-0.

121ST STREET.—C. J. Cumberland has sold No. 121 West 121st street, a three story dwelling, on lot 201-0-1.

Queens, QUEENS COUNTY, NEAR JAMAICA AND FLUSHING.
TUNNELS AND BRIDGES ALL POINTING THIS WAY.
SEVENTY-THREE FARMS CAN BE BOUGHT IN THIS SECTION AT ABOUT \$1,000 PER ACRE.
THAT OUGHT TO BE ENOUGH TO THE WIDE AWAKE SPECULATOR OR INVESTOR.

WILLIAM P. RAE CO.,
30 MONTAGUE ST., BROOKLYN.

sold Nos. 533, 537 and 547 West Fifty-ninth street, three five story tenements.

FIFTH STREET.—Mrs. Haima has sold No. 429 East Fifth street, a five story tenement, on lot 261-7.

SEVENTH STREET.—Mrs. Gumprecht has sold to Morris & Harris Company No. 70 East Seventh street, a five story tenement, on lot 261-0.

FOREYTH STREET.—S. Bloom has sold to Simon Brothers No. 147 Foreyith street, a five story tenement, on lot 261-0.

ESSEX STREET.—A. Greengrove has sold to Israel Walfish No. 167 Essex street, five story front and rear tenements, on lot 261-0.

134TH STREET.—Shaw & Co. have sold for Thomas Jacka the plot, 50x100, on the north side of 134th street, 230 feet front of Willis Avenue to Mats & Gussaroff, who recently bought the two adjoining lots.

THIRD AVENUE.—Debel & Englander have sold to the Realty Trust's terms are so easy and satisfactory to the purchaser that the company anticipates that these will be sold within a short time.

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The only company guaranteeing payment of principal and interest of mortgages, organized under the BANKING LAW—which is the only general law of the State granting clear and explicit authority for the transacting of such business. Unaffected by any alleged failure of the Insurance Law to authorize insurance corporations to guarantee payment of mortgages. The only mortgage guarantee company subject to the rigid inspection of the Banking Department. The only one that has never made a loss of any kind.

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Capital, \$1,000,000.00 Surplus and Undivided Profits, \$323,582.11.

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If sold at once, Borough of Richmond, Staten Island.

56 Acres, Castleton Corners, Staten Island.
Suitable for Public Institution Site, Manufacturing Plant or Building Lot Investment.
Easy of Access to Line of Two Trolleys.
Address E. T. Box 170 San Office.

stone front dwelling; M. M. Sherman vs. Julius Epstein et al.; Smith & H. attorneys; Robert Godel, referee; due on judgment, \$42,810.75; subject to taxes, \$77.81; sold subject to a mortgage for \$15,000.

By Herbert A. Sherman.
Eighty-second street, 125 W. south side, 305 feet west of Columbus Avenue, 20x102-7, four story and basement brick dwelling; Louis de Guzman vs. Caroline Bullman, et al.; Evans & H. attorneys; C. A. Kallat, referee; due on judgment, \$19,410.51; subject to taxes, \$52.41.

By Joseph P. Day.
Lincoln Avenue, east side, 25 feet north of 137th street, 25x100; vacant; voluntary sale.

By Joseph P. Day.
Nassau street, Nos. 53 to 59, west side, whole front from Ann to Fulton street, 17x124-1/2; 73.5, ten story brick and stone office building; New York Life Insurance Company vs. John Reilly et al.; Andrew Hamilton, attorney; Warren Leslie, referee; due on judgment, \$684,590.50; subject to taxes, \$530.20.

By John N. Golding.
145th street, No. 470, south side, 78 feet east of Amsterdam Avenue, 14x100, three story stone front dwelling; Caroline Hurry et al.; as trustee, W. B. McFarlane et al.; G. S. Kamin, attorney; G. E. Plunkett, referee; due on judgment, \$1,708.88; subject to taxes, \$51.61.

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